

GENERAL CORRESPONDENCE

1892 SEPT 19-20

FOLDER NO.

JAMES J. HILL PAPERS

PLEASE RETAIN  
ORIGINAL ORDER

WINTER

46

St Cloud Minn Sep 17 1892

Mr Stevens

Dear Sir Mr Lewis

has bargained to sell that place for us  
to a party for eight hundred fifty dol he is  
to give us 100 I have sent word to Mr  
Breed and that time he could not  
let me know anything about the  
end mortgage until you & Mr Hill  
would be home will you please be  
kind enough to let me know if the  
end mortgage is released or not Mr Lewis  
sent us deed to be signed three weeks  
ago we are making a great sacrifice  
in letting it go at such a small sum  
but as the doctors here say that unless

MIRIAM

I will have a rest or change of  
some kind that I will never get  
well we thought that much might  
aid me in some way to regain  
my health I am very sorry to be  
so much trouble to you & am  
very thankful to you for your  
kindness please Mr Stevens let  
me know as soon as possible what  
will be done about it. as we do  
not like to send the deed until  
we hear from you very respectfully  
Mrs A Tizinger

PRESIDENT'S OFFICE,

Received,

SEP 23 1892

C. N. RY.

Sept 19. 92.

Naushon Island,  
Woods Hole P. O.  
Mass.

J. J. Hill Esq  
No. 1 New York

My dear Mr Hill.

I was glad to ~~know~~ <sup>have</sup> your  
agent inspect the Wild Duck &  
only wish I could have got your  
own eye on her & on the Steamship  
the two best exponents of the  
Belville boiler system.

I hope you will put the Belvilles  
upon your Lake Boats  
depend on it Water transportation  
clear of the absurd influence and  
absurd ~~some~~ methods of the  
National & State Legislature, with  
shipping on Road Rates is  
a very important element  
in managing Rail Roads & will  
become more & more so as our  
shipping becomes freed from  
the trammels of protection (so called)

2<sup>d</sup> to 12<sup>th</sup> Hill

[What is equally bad for us  
producers & carriers] also the  
subsidy system now advocated  
by the Political Managers,

At the Memorial - however I am  
puzzled to write you by hearing  
from Mr Peck - seemingly  
that he is going to leave the  
Atlantic works East Boston  
as soon as he has finished  
the improvements on my experimental  
craft the wild duck -

As he seems by my experience with  
his work to be a most capable  
man but I suppose the mean  
Salary given him by the Atlantic  
works (ship builders) drives him  
out - that you want him for  
some of your marine work  
of course my personal knowledge of him  
is of short date but he looks right  
I works right on my

work - he has the Machinery  
part more directly under his  
general charge although  
he also supervises rigging  
masts and all the changes  
we are making

I don't know whether he has  
been shipped up already!

Yours very truly  
J. N. Forbes

P.S. Don't you want the  
Shearwater as a tender?

I have a customer for her now  
that I have got her nearly  
or quite perfect because I  
have taken time to try her & get  
her right - he will pay at  
half her value as an old boat  
You can have her two cheap  
if you speak quick here while  
I am using her shifting her mast  
the deck is shifting her mast  
to balance the sails properly.  
I don't you a translation of my letter  
as the can read my or your writing  
J. N. F.

## MR. FORBES'S LATEST YACHT.

Having been familiar with the sea from the time I could crawl into a boat until the present, a period of seventy years, I have taken a deep interest in shipping. A native of the Orkneys, I belong to a race of seamen. During the great wars of Napoleon, out of a population of thirty thousand, the Orkneys furnished five thousand seamen for the British navy. Among these were all grades of officers from admiral to warrant officer. The last time I was in Holm, a parish of the mainland, I visited the grave of Admiral Graham. It may be remembered that Stewart, whom Byron has immortalized in the story of the mutiny of the *Bounty*, was a native of Orkney. Personally I have served in all classes of vessels from a fishing boat to a line-of-battle ship, and in nearly all trades, including sperm whaling, when sperm whaling was in its glory, and have written sketches of more new ships than any man in the country. I state these facts to show that when I write about shipping I have had considerable practical knowledge of the subject.

The yacht *Wild Duck*, built of steel, was modelled agreeably to the designs of her owner, Mr. John M. Forbes, by the late Mr. Burgess. She is the only complete steamer and sailing vessel in the world that has a centreboard, and, curiously enough, is the only vessel of her name. The 280 gross and 116 52-100 tons net measurement has engines of 400 horse-power, and is fully rigged as a two-masted schooner. On the water line she is 125 feet long, over all 154 feet 6 inches; has 23 feet 6 inches extreme moulded breadth of beam; is 12 feet 6 inches deep, and has 12 inches dead rise at half floor. She has Belleville French boilers, the best in the world, and since her trial trip, made July 13, 1891, has steamed and sailed about thirteen thousand miles, and in storms, as well as calms, has been all that her owner expected. His experience in her, however has suggested some changes, which he is about to embody in a vessel of larger dimensions. This vessel he proposes to name the *Wild Swan*.

She will be 150 feet long on the water line, have 30 feet beam, be 17 feet deep under deck, and draw 10 feet when light for coastwise cruising and 11 to 12 feet, with a full supply of coal, water and stores when bound on a long voyage. From the water line to the deck she will have a foot flare on each side, which will make her extreme breadth of beam 32 feet, giving her more "elbow-room" on deck, but still preserving her model at the line of flotation like that of the *Wild Duck*. This will add to the beauty of her general outline, while she still retains all the qualities of the *Wild Duck* for steaming or sailing. She will have three masts instead of two, the foremast partly square rigged, but the space between the main and mizzen masts will be kept free from sails, to obviate the downward draught which sails generally make when set near a smoke-stack. When under sail alone with her screw feathered, of course she will have all drawing sail set on all the masts. Owing to her increased length over that of the *Wild Duck*, she will have two centreboards, which will keep her as close to the wind as a pilot-boat, or any other vessel of her size. Her machinery will be almost of the same proportions and plan as that of the *Wild Duck*, but perhaps a little larger, to give her about one knot more speed, say 11½ to 12 knots regular, all-day steaming.

Her accommodations will be improved by having a passage under deck through the engine-room, but separated from it, to the dining-room and staterooms forward. When under sail, the after cabins will be most convenient, and when steaming, the forward cabins will not be exposed to the odor of grease and steam from the engine-room. Thus her passengers will always have at command the best accommodations below deck. Of course, the quarter-deck under all circumstances, especially as she is designed mostly for sailing, will be the promenade of the passengers. The crew will have improved quarters compared to those of the *Wild Duck*, though those are all that can be desired considering her size. It is proposed to have the *Wild Swan's* deck raised about three feet forward, to form a top-gallant forecastle, which will increase the space below. Her deck house will be six inches higher than that of the *Wild Duck*, and one foot wider, and long enough to give her owner one good stateroom on deck, and staterooms for the captain and chief engineer. Her cabins will be six inches higher than those of the *Wild Duck*, so that when Judge Horace Gray visits her, as he is sure to do, if "in the flesh," he will not have to stoop. He will also find her deckroom seven and a half feet wider.

Her model, as already stated, will be that of the *Wild Duck*, modified, perhaps, to give her twelve inches more dead rise, but in its general outline will be the same below the line of flotation. The *Wild Duck's* model has been a complete success. The *Wild Swan*, with two feet more freeboard above the water line, and two feet more draught of water, will have ample capacity for passengers, coal and water, without being so flat on the floor as the *Wild Duck*. The great advantage of being flat on the floor is that in event of taking the ground a vessel will remain upright and thus escape the danger of bilging by listing on a hard bottom. If the *Alva* had been as flat on the floor as the *Wild Duck*, she would not have fallen on her side when wrecked by the steamer *H. F. Dimock*.

The *Wild Swan*, with her two centreboards, an ample spread of canvas, and her screw feathered, will no doubt hold her own with any vessel of her size ever yet designed. In boats, life-preservers and other means of escape in the event of shipwreck, she will be amply provided. Some of the details of her equipment, notably her boat davits, are the invention of the late Commodore R. B. Forbes, the life-long friend of seamen. He was the first to apply double topsails to large shipping, which have added largely to their safety, and are an enduring blessing to the men of the sea. Before their application, reefing topsails was an all-hands job, and many a weary hour has been passed aloft in freezing weather, and many a life has been lost while reefing. Now all this has been overcome. By having upper topsails, in stormy weather they can be lowered, and thus a ship be put under close reefs of the old rig without a man having to leave the deck. When a squall has blown over, the upper topsails can be reset with ease. At my suggestion, the late Donald McKay, applied this rig to the *Great Republic*, and it is now universal in all merchant ships. In fact, some large vessels have applied the principle to topgallant yards. The commodore was not only a great sailor, but a good man; he was innately noble; an unworthy thought never found a lodgment in his manly bosom. All honor to his memory.

Probably the *Wild Swan* will have a suitable apparatus for making fresh water, a storage battery for her electric lights, and an ice-making machine as a substitute for an ice bin. Though not so large as the *Alva* or the *Sultana* she will be made to answer the design of her owner as completely; will be perhaps more seaworthy, and have more original elements in her construction and equipment than any yacht of her size in the world. As it has not yet been decided whether to have her built of wood or steel, her dimensions may be modified. If of wood, it might be found expedient to give her one foot more breadth of beam. She would make an excellent revenue cutter or government surveying vessel, or even a commerce destroyer in the event of war, to send to distant seas, where her sailing qualities would enable her to cruise many weeks without resorting to any coal depot. She could easily be so built as to carry a rifle gun forward, capable of throwing a shell four or five miles, and one or two smaller guns to be shifted as required.

The *Wild Duck* was designed to navigate the shallow waters of Wood's Holl and to cruise along the coast in summer, and answered so well that her owner thought a larger vessel of the same lines might be built, with equal success, for cruising among the West Indies or the Bahama Banks, the Gulf of Mexico and other attractive places, with power enough to go around the world as the *Sunbeam* did, and still be available for our own coast from Chicago east through the Welland Canal, clear down through the outer harbors of Buzzards Bay and the Delaware and Chesapeake bays; to be quite as large as any family yacht of the *Sunbeam* or *Sultana* class need be, and by having centreboards, and a less draft of water than these, the new vessel, which he proposes to name the *Wild Swan*, would have a freer range than these historic vessels could have among unexplored islands in the Eastern or Pacific seas, clear up to Alaska on one side, and to Spitzbergen on the other side of the Arctic regions. The changes stated above would no doubt enable the *Wild Swan* to beat any auxiliary yacht now afloat, of any size.

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**C. M. LORING, President.**

214 East Third Street, St. Paul, Minn.

*Da D G*

*10 paid*

*856A*

*Duluth Minn 15*

*9/19-92*

*John J. Toomey*

*Room 5-7 - G. N. Bldg.*

*Arrived safely message care Spalding  
will find me all today  
WA Stephens*

F. 1153.

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				TIME FILED,.....		M.			

FROM St Paul TO W A Stephens  
 DATED 9-19 1892 AT Go W & H Duluth.

Park & O'Neil want immediately three hundred dollars to meet expenses proposed trip to New York to cross examine witnesses in Ritchfield suit

Wm J Taany



# Barclay Manufacturing Co.

Daily capacity 350 Bbls.

- Brands.
- Red River. For Baker's use.
  - Orange. For Family use.
  - Sunshine. Patent.
  - Crown Point. Straight.

Fergus Falls, Minn. Sept 20 1892

Distinctions subject to Market Changes.

J. S. Breed Esq.

Dear Sir. Enclosed find check for \$200<sup>00</sup> as writer has been away & since my return have been very busy. will have the Leases executed & sent to you tomorrow.

Respy W. B. Barclay



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